NPS Form 10-900
(Rev. Oct. 1990)

DRAFT

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: Cut Bank Municipal Airport and Army Air Force Base

other name/site number:

2. Location

street & number: Valier Highway not for publication: n/a
vicinity: n/a

city/town: Cut Bank

state: Montana code: MT county: Glacier code: 035 zip code: 59427

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination __ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets __ does not meet the National Register Criteria. I recommend that this property be considered significant __ nationally X statewide X locally.

Signature of certifying official/Title Date

Montana State Historic Preservation Office
State or Federal agency or bureau

(__ See continuation sheet for additional comments.)

In my opinion, the property __ meets __ does not meet the National Register criteria.

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is: Signature of the Keeper Date of Action

__ entered in the National Register
__ see continuation sheet
__ determined eligible for the National Register
__ see continuation sheet
__ determined not eligible for the National Register
__ see continuation sheet
__ removed from the National Register
__ see continuation sheet
__ other (explain): _____

5. Classification

Ownership of Property: Public - Local

Category of Property: District

Number of contributing resources previously listed in the National Register: n/a

Name of related multiple property listing: n/a

Number of Resources within Property

Contributing	Noncontributing	
9	8	building(s)
2	0	sites
21	0	structures
0	0	objects
31	8	TOTAL

6. Function or Use

Historic Functions:

TRANSPORTATION/airport
DEFENSE/air facility/

Current Functions:

TRANSPORTATION/airport

7. Description

Architectural Classification:

OTHER: World War II Temporary Buildings

Materials:

foundation: concrete
walls: corrugated metal; asbestos; concrete; brick
roof: corrugated metal
other: brick

Narrative Description

The Cut Bank Municipal Airport and Army Air Force Base Historic District is located approximately three miles west-southwest of the town of Cut Bank, Montana, the Glacier County seat. The district is nestled amid the rolling hills and coulees of north central Montana, and situated within the boundaries of the Blackfeet Indian Reservation. The district measures over 1,700 acres, and includes the historic building cluster and air field structures, including the runways and taxiways.

The architectural aspects of the World War II-era buildings on the air base were quite unique. That is not to say that they were of an unusual design, or constructed of out of the ordinary building materials; but that they were designed and intended to last only a few years. In fact, the fewer years the better, because that would mean the war had ended.

Most of the buildings, with the exception of the hangar (T-501 designation) were never fully completed. As was previously mentioned, construction started in June of 1942, and the base was opened, although incomplete, in November of the same year. Training crews appeared in the same month, with only three groups training at the base until the last group completed their instruction in October of 1943. In typical Northern Montana fashion, the B-17s were delayed due to bad weather. Photographs taken late in the fall of 1942 still show the buildings covered with tar-paper and lath, and that was to be the extent of their exterior siding…short-lived and disposable which was typical of war-time construction.

8. Statement of Significance

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions): n/a

Significant Person(s): n/a

Cultural Affiliation: n/a

Areas of Significance: COMMUNITY DEVELOPMENT; TRANSPORTATION; MILITARY; ARCHITECTURE

Period(s) of Significance: 1941-1958

Significant Dates: 1941, 1942, 1943, 1948

Architect/Builder: Army Corps of Engineers/ Askevold and Ruud-general base contractor; Glacier Construction Co. – water wells and water distribution system; Frank Haas Construction – sewer treatment and collection; J. Hugo Aronson – water tower and water storage tank.

Narrative Statement of Significance

The resources at the Cut Bank Municipal Airport tell the significant story of the airfield, from its beginnings as a private endeavor and then providing commercial service to greater Cut Bank area, to its incarnation as an Army Air Force Satellite Airfield during World War II, and as a city/county aviation center through the post-war era. The district was the location of one of the early sites of commercial air service in Montana, and most importantly, rural Montana. Efforts started in the 1930s with service beginning in 1941 and continuing through 1958. Soon after Western Airlines began regular flights to the airport, plans were made to establish the airfield as a training base during WWII. The 2nd, 385th, 390th and 401st Bomb Groups all trained at the Cut Bank Army Air Force base during its short life. Their Norden Bombsight and B-17 training at the base significantly contributed to the Allied victory in WWII.

During the time the base was active, the citizens of Cut Bank made an extra special effort to be responsive to the base personnel and make them "feel at home." This was not always the community attitude toward military bases. People went out of their way to make the soldier's stay in the area the best possible in war-time conditions. Even after its role as a training center ceased in 1943 and Army conveyed its remaining property in 1948, the airport continued its vital role in the commercial and economic development of Cut Bank and the surrounding communities. The airport, whether it is from a commercial or military aspect, has always been a contributor to the economy of the area. Starting from the original construction of the airstrip, moving to commercial construction and the building of the base, improvements and additions to the property plus the businesses that have located at the airport, the effect has always been positive for the local economy. Customs offices have been active at the airport for over 65 years. Currently, there is an active campaign to establish commercial passenger air service to the area again.

As the U.S. Department of Defense systematically removes World War II "temporary" buildings under its control, these resources gain additional significance for their representation of this important period in the nation's history. The buildings and structures, in addition to the configuration of the building clusters, runways, taxiways, and hardstands is largely intact from the time of construction, and represents an increasingly rare and important property type.

For its associations with the development the greater Cut Bank community, the local history of transportation, and World War II military history, the Cut Bank Municipal Airport and Army Air Force Base is eligible for listing in the National Register under Criterion A. The airfield is a significant example of Army Air Force Base design, and eligible for listing under Criterion C.

9. Major Bibliographic References

See continuation sheet

Previous documentation on file (NPS):
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:
_X_ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other -- Specify Repository:

10. Geographical Data

Acreage of Property: 1,780 acres

UTM References:	**Zone**	**Easting**	**Northing**
A	12		
B	12		
C	12		
D	12		

Legal Location (Township, Range & Section(s)): Portions of Sections 14-17 and 21-23, T33N, R6W

Verbal Boundary Description
Boundary detail pending

Boundary Justification
The boundary is drawn to include that real property historically associated with the Cut Bank Municipal Airport and Army Air Force Base.

11. Form Prepared By

name/title: Roy Nolkamper and Bob Jacoby
organization:
date: December 15, 2006
street & number: P.O. Box 2094
telephone: (406) 873-5566
city or town: Cut Bank state: MT zip code: 59427

Property Owner

name/title: City of Cut Bank (½ interest) and Glacier County (½ interest)
c/o: City-County Airport Board
street & number: P.O. Box 130
city or town: Cut Bank state: MT zip code: 59427

Resource Descriptions

Enlisted Men's Recreation Hall ***(Building T-131, constructed 1942, one contributing building)***

The recreation building is a large, one-story, gable-roofed, 40' x 132' rectangular building on a concrete slab foundation. It is located across the main airport road from the B-17 hangar. The exterior walls are covered with asbestos tiles, and the roof is covered with corrugated metal. Wall and roof construction uses 2 x 4 wall and ceiling members, covered with shiplap boards and tar paper held in place with lath strips. The gable-front building faces west, and access is provided on the façade through a five-panel wooden doors at the south side. ON the south side of the west elevation, a large sliding door opening is covered with plywood. Both the south and north elevations contain fourteen evenly-spaced four-light, fixed, wood-frame windows and centered entries. The south entry is a shed-roofed extension containing five-panel wooden double doors. The north entry is a large sliding door. The east (rear) elevation contains a gabled entry like the façade, flanked by single window openings and a louvered vent above. This was where many nightly movies were shown to the enlisted staff. USO dances were also held there. After the base was closed, the building was used as a meeting room, dance area, storage and lastly as a large rabbit-breeding facility.

Motor Repair Shop ***(Building T-203, constructed 1942, one non contributing building)***

This building was the engine repair shop. The basic structure was 32' x 88' with a 18' and 54' addition. The building has been modified but is currently in use as a truck wash and storage facility by Glacier County. Due to its size, it utilized higher quality construction and has been in use since the facility was turned over to the city and county.

Wash Stand ***(Building T-205, constructed 1942, one contributing building)***

This rectangular, wood-frame, gable-front building rests on a concrete foundation. Both the east and west elevations are filled with single, modern metal overhead garage doors within original openings. The south elevation contains two evenly-spaced, large, twenty-light wood-frame fixed windows. The north elevation has no windows, but does feature two wooden pedestrian doors – one at both the east and west end. Metal vent pipes protrude from both the north and south slopes of the roof at the extreme west end of the building. A third pipe protrudes from the low on the west quarter of the south slope. Horizontally-placed sheets of corrugated metal siding cover the exterior walls.

Oil Storage House ***(Building T-206, constructed 1942, one contributing building)***

The oil storage house is an "L"-shaped, glazed brick block building on a concrete foundation. It measures 15' by 17', with a 7'x12' shed extension at the façade. The side-gabled building faces west, and that elevation contains the only entrance, a cross-braced vertical plank door located on the south side of the shed extension. Both the south and north elevations contain single four-over-four-light double-hung window openings, now covered with corrugated metal, centered beneath the gable end. High in the gable ends are louvered vents. A brick interior chimney protrudes from the north side of the shed roof slope. Asphalt T-lock shingles cover the roof. The interior of the building consists of two rooms separated by a thick masonry wall.

Also called the "Dope House," the oil storage house was constructed to store lubrication oil. However, the "Dope House" was also used to store dope used to repair the fabric on the B-17 aircraft fuselage. Dope is an extremely flammable thick liquid which is painted onto the fabric, and had to be applied at around 130 degrees. The building was used as a containment facility in case of fire as the liquid was heated. It was constructed of brick and ceramic block and is about 15' x 16' in size, with an entry addition on the West side. It is currently used for livestock feed storage for the Glacier County Road Department Administrator.

Water Tower Footings ***(Structure T-207, constructed 1942, one contributing site)***

Four large concrete footings, each with two centered steel reinforcing bars, indicate the former location of the WWII-era water tower and platform for the aviation beacon north of the recreation hall. Although the tower was torn down in the mid nineties, the footings still remain. This tower was a land mark for the area for many years as it was painted red and white and stood. 111 feet in height. The oak-lined steel tank was used as water storage for decades and eventually leaked too badly to be repaired.

School Building ***(Building T-208, constructed 1942, one contributing building)***

The school building is a long rectangular gable-roofed building on a concrete slab foundation. Corrugated metal covers the roof and the exterior walls. The windows are eight-over-eight-light wood-frame, double-hung style. The building is oriented perpendicular to the main airport road, north of the wash stand (T-205) and across from the air corps warehouse (T-301). The entrance to the building consists of a small, shed-roofed enclosed entry with a centered five-panel wood pedestrian door on the east end of the north elevation. West of the entry, two windows are evenly spaced across the north elevation. There is no fenestration across the west elevation. The south elevation features two evenly-spaced windows and a centered metal overhead door within an original opening.

This building was designated as the training building or school house. It remains in its original location. It is 100 x 20 feet in size and is currently being used as a storage facility by Glacier County. The interior still shows signs of the original construction, plus it maintains the ventilation cupola on the roof which was part of the original design. This was also intended as a temporary building and is constructed of a concrete slab floor, with 2 x 4 inch wall and roof construction on 16" centers. The interior was originally covered with pressed insulation product called Celotex. This was one of the "fancier" buildings, especially compared to the barracks, as the men spent many hours there for didactic training, before going into the field locations. Coal-burning stoves were probably used to keep the building tolerable in the severe Montana winter. The exterior wall are constructed of ½" thick "shiplap" boards covered with heavy tar-paper held in place with 1 ½" flat wooden lath strips nailed in place. These materials are still present beneath the metal siding.

Air Corps Warehouse ***(Building T-301, constructed 1942, one contributing building)***

Originally used as the AC (Air Corps) Warehouse, this 50' x 108' building is constructed on a concrete pad foundation. Roof and wall framing is of 2x4s, and shiplap, covered with tar paper and narrow lath, historically covered the exterior walls. Modern metal siding now covers the exterior and roof. Though the siding is modern, the massing and design of the original building are still intact and visible. Fenestration is limited to the east elevation, which contains two evenly-spaced modern overhead doors within original openings. There are single metal pedestrian doors within original openings at both the north and south ends of the elevation. The south elevation has no openings. The west elevation features a pedestrian door at the south side. This building has been expanded into the facility used by Glacier County as its equipment shop. A wood-frame, metal-sided addition on the north elevation connects the Air Corps Warehouse to the Quarter Master's warehouse (Building T-302) immediately north. . On the interior, Cleotex was used as sheeting which offers some insulation value.

Quarter Master Warehouse ***(Building T-302, constructed 1942, one non-contributing building)***

This building was originally the QM (Quarter Master) Warehouse. It is 32' x 95' in size and an addition has been made to its south elevation, which bridges this building with the Air Corps Warehouse (T-301). It is currently being used as garage and storage space for the airport, and has recently been remodeled. It features a shallow side-gable roof covered with modern metal sheeting. Modern metal siding also covers the exterior walls, though the original shiplap, tar paper, and lath are present underneath. The original openings across the east (front) elevation have been changed, and the facade now displays five overhead garage doors. The four larger doors are evenly-spaced across the center of the elevation. The fifth is slightly smaller and located at the north side of the east elevation. There are no openings across the north and west elevations. The building features an unusual roofline, in that the upper approximately three feet of the building overhangs the rest by a few inches, giving the appearance of a shoebox.

Quarter Master Warehouse and Post Engineer's Office ***(Building T-303, constructed 1942, one contributing building)***

The Quarter Master warehouse and engineer's office is at the north end of the building cluster, immediately north of the Quarter Master warehouse (T-302). It measures 32' x 95' and rests on a concrete pad foundation. Roof and wall framing is of 2x4s, and shiplap, covered with tar paper and narrow lath, historically covered the exterior walls. Corrugated metal panels now cover those materials and the shallow side-pitched roof. Like building T-302, T-303 features an unusual roofline, in that the upper approximately three feet of the building overhangs the rest by a few inches, giving the appearance of a shoebox. Three brick chimneys pierce the roof:

The east (front) elevation contains three overhead metal doors within original openings. From, south to north, there are the following openings across the east elevation: a modern, one-by-one sliding window, a wooden pedestrian door, two overhead doors, a ribbon of

three wood frame fixed window located just below the roof-wall junction, and the third overhead door. A modern, shallow, shed-roofed overhang, supported by four square posts shelters the south window and pedestrian door. Both the north and south elevations feature modern one-by-one sliding windows at both the east and west sides. The west (rear) elevation retains its original fenestration pattern and materials at the roof-wall junction, consisting of a ribbon of three, four-light wood frame windows to the north, and a pair of identical window off-center to the south. The building is being used currently as the kennel for the City of Cut Bank Humane Officer, and for additional storage.

Armament Building ***(Building T-401, constructed 1942, one contributing building)***

This building was designated as the Armament Building. It was used as storage for the 50 caliber machine guns used on the B-17s and was also probably the location for the M-1 Garand rifles used for drill and security purposes. The Armament Building was heated with a coal-fired furnace as is evident by the large brick chimney located on the west side of the building. This building has been utilized quite extensively over the past 60 years as a meeting location, and more recently has been rented out for storage. It has fallen into disrepair and is in immediate need of restoration.

Dimensions for the building are 20' x 100' with two shed extensions across the east elevation, and three shed extensions across its west elevation. The construction method is identical to the T-300s buildings – 2x4 wood-frame on concrete pad foundation. The original shiplap covered with tar paper and lath sheeting is present beneath asbestos tile exterior siding. The side gabbled roof is covered with modern metal corrugated roofing. The windows are all original four-light, fixed, wood-frame. The east (front) elevation displays its original windows and doors. From south to north, they are two evenly-spaced windows, a pair of wooden pedestrian doors within a shed-roofed extension, three evenly-spaced windows, an overhead door, a pair of wooden doors in a shed extension, and two more evenly-spaced windows. Both the north and south elevations contain two evenly-spaced windows. The west (rear) elevation contains, from north to south, three evenly spaced windows, a small pedestrian entry with a single wood door, the large brick exterior chimney, a 16' square shed extension with a boarded-over overhead door opening to the south, another, but smaller unfenestrated shed extension, and two evenly-spaced windows.

Hangar ***(Building T-501, constructed 1942, one contributing building)***

The hangar is the most prominent building in the district. The rectangular, concrete building is 160 feet wide by 120 feet in depth. There is a wood-frame 17' x 160' lean-to across the east (rear) elevation of the hangar which housed two coal-fired furnaces and other ancillary offices and storage spaces. The bases of the trusses are approximately 45 feet above the concrete floor, with the arched roof another 15' above that level.

The construction is a beautiful and functional example of a free-spanned, bowstring arch truss roof, with the 160' width being totally unsupported except at the walls. The walls are of poured concrete reinforced on the exterior by flying buttresses which are also of poured concrete.

The façade (west elevation) of the hangar is dominated by the bowstring truss. At either end of the trusses are poured concrete pockets for the two '"horn"' doors that spanned the full front of the hangar. The elevation wall contains the original electrically operated door which spans the full width of the building. The doors, when opened, fit into two large concrete enclosures or "pockets" on either side of the building, and resemble the pleats of an accordion. While the original door still exists, it is not operational and a large door approximately 20' x 80' has been installed, which is centered on the West wall. This door is in use today to allow entry by private aircraft as well as smaller commercial aircraft. A small pedestrian door are located at either end of the elevation.

The north and south elevations each contain five ribbons of original windows, one set of four, 9-over-9 light wood-frame windows with 6-light transoms above, between each of the buttresses. A concrete beam above the windows spans between the columns. Above the concrete beam, are four more sets of nine over nine sash windows, currently covered by corrugated metal panels. The east elevation of the concrete hangar features twenty-three 9-over-9 wood-frame windows with 9-light transoms above. These windows provide light from the upper half of the elevation. The lower half of the elevation features a shed-roofed, asbestos-tiled wood frame bay across its width. The frame extension features twenty-two wood-frame, six-over-six-light double-hung windows. There is a single wood pedestrian door and a pair of doors on the north side of the frame extension. The extension's south elevation features a pair of doors to the east and a single six-over-six window to the west.

A yet unsubstantiated comment is that this hangar was, in fact, made larger to accommodate the B-29 Superfortress. This is definitely a possibility since the height of the vertical stabilizer (tail) of the B-17 is only 25 feet high, while the B-29 is 34 feet high. The original door could handle that with a few feet to spare. The 141 foot wingspan of the B-29 could easily have been accommodated by the 160 foot wide hangar door. The opportunity never arose to see if the B-29 would fit in this hangar, as a Superfortress has never landed at the base,

The hangar is in good condition today although some work needs to be done on the windows and exterior siding, and the 17' x 160' addition on the East end of the building. The hangar roof was recently recovered with a thermally bonded vinyl roofing material which should last for many decades.

Control Tower Footings ***(Structure T-502, constructed 1942, one contributing site)***

T-502 was the control tower that was built on the southwest corner of the hangar. During the war, it was used as the visual and radio control tower for the B-17s stationed at the base. After the war, the control building was removed and the platform was used to mount a large beacon. The tower has been removed and only the footings remain.

Equipment Vault ***(Structure T-603, constructed 1942, one contributing structure)***

This is the only underground structure located on the base. It is approximately 20' x 20' in size and was used as a transformer and electrical switching location. It is made of concrete and still contains some of the original electrical equipment. Most of the secondary, or low voltage, wiring for the base was underground which originated in this vault. It suffers from periodic flooding but is restorable.

Sewage Treatment System ***(Structure(s) T-801, T-802, T-803 and T-804, constructed 1942, four contributing structures)***

These structures are part of the sewage treatment system designed for a maximum capacity of 3,000 men in the event that the base was completely occupied. It consists of T-801, which is a Imhoff Tank and dosing tank, T-802 sprinkler filter, T-803 secondary clarifier, and T-804 sludge drying bed. The entire system is located on the east side of the district and is still in use.

Road System ***(constructed 1942, one contributing structure)***

The layout of the base street system is still apparent and in use at the airport. The roads were built in a grid pattern, with numbered streets running east-west and lettered avenues running north-south. The layout is a good representation of Army Air Force Base design. The roads served to not only provide orderly circulation, but also to define the use areas within the building cluster. Warehouses (T-300 series resources) were located north of First Street and west of A Avenue. Resources associated with training and base physical function (T-200 series resources) were/are located east of A Avenue and north of Second Street. Enlisted men's buildings (T-100 series resources) were located east of A Avenue between Second and Fifth Streets. Officer's buildings were located at the south end of the cantonment, east of A Avenue between Fifth and Sixth Streets. Administrative Buildings (T-400 series) were/are located west of A Avenue between First Street and Third Street. The Hangar and Beacon (T-500 series resources) were/are located west of A Avenue between Third and Fourth Streets. Aviation support buildings (T-600 series resources) were/are situated west of A Avenue between Fourth and Sixth Streets. E Avenue extends southeast from the east edge of the building cluster to the T-800 series structures.

Hardstands ***(constructed 1942, eight contributing structures)***

The hardstands were a series of twelve, 74 feet diameter circular concrete pads strategically positioned along northeast-southwest paved taxiway that is immediately northwest of the hangar. Eight remain intact. The hardstands exhibit steel anchor plates that were used to tether the B-17 bombers that were stationed at the airfield from 1942 to 1943. The positioning of the hardstands spatially separated the B-17's in the event of an attack on one of the airplanes. If one of the planes was sabotaged, strafed, or bombed the remainder might be far enough removed to not be effected.[1] The hardstands are numbered here from 1 through 8 beginning at the southwest end of the taxiway and advancing northeasterly. The hardstands are contributing structures within the National Register district.

1 Lewistown Airport Manager Jerry Moline, personal communication with Patrick Rennie, 2004.

Runway Complex ***(3 taxiways, 2 runways, 1 apron, 1 drainage system, constructed c. 1930-1942,seven contributing structures)***

The complex consists of a series of runways and taxiways associated with the original airfield, the Army Air Force Base, and the municipal airport. Most of the runways and taxiways were constructed in 1942 and situated on built up grades. The base runways and taxiways were originally constructed to be 150 feet in width. A French drainage system was constructed to wick water down through a series of grates at the grades, and away from the runways and taxiways.

Terminal Building ***(constructed c. 1948, one contributing building)***

In 1948, the Army conveyed its property at the base to the City of Cit Bank and Glacier County. Functioning solely as a commercial airport and port of entry again, and because much of the Army Air Force base infrastructure was salvaged, a new terminal building was constructed. Still in use today, the terminal is located southwest of the hangar. The Modern, brick building is L-shaped, with a smaller, wood-frame office level and a viewing and control tower atop the south "leg" of the "L." The building features aluminum-frame, multi-light casement windows and metal doors throughout. The control tower features floor-to ceiling picture windows on each side, for an unobstructed view of the area. The building rests on a concrete wall foundation.

Quonset Hangar ***(one non-contributing building)***

Across the flight apron directly north of the terminal building is large Quonset hangar. Its large sliding doors face south toward the apron. The Quonset post-dates the WWII period, and likely the 1958 close of the period of significance. It is therefore considered a non-contributing building.

Modern Aircraft Sheds ***(two non-contributing buildings)***

Long, narrow, wood-frame sheds for storing aircraft are located at the north and south ends of the building cluster. Taxiways provide to these shed-roofed hangar/garages that feature corrugated metal roofing and siding, and overhead doors within each of the multiple bays. The buildings face east.

Modern Side-Gabled Support Buildings ***(three non-contributing buildings)***

Within the building cluster are three gable-roofed modern buildings. Each features metal roofing and siding. One is located east of the north aircraft shed, another north of the armament building T-401 and south of Air Corps warehouse T-301. The third is located northeast of the school building T-208.

Front-gabled building ***(one-non-contributing building)***

East of the school building T-208 and wash stand T-205, hedgerows protect a front-gabled, wood-frame building from the airport's omnipresent winds. The building is a one-and one-half story wood-frame building with a gabled extension on the rear (north) elevation. Asphalt shingles cover the roof.

Integrity

The Cut Bank Municipal Airport and Army Air Force Base Historic District retains sufficient integrity to convey its important associations with the history of transportation, military history, and community development. A great number of the WWII-era buildings were salvaged by the Army after 1948, when the base was abandoned. The remaining buildings were finished with metal or asbestos siding to make them usable for the municipal airport functions through the 1950s. Several non-contributing buildings are present in the district, but with the exception of the terminal, they are of similar materials, design, and massing as the historic resources, and do not overly detract from the district.

Cut Bank is located within lands historically associated with the Blackfeet. The Blackfoot Confederacy consists of four different tribes, the Pikuni/Peigan, North Peigan Pikuni, Blood/Kainai, and Blackfoot/Siksika. Members of the Blackfoot Confederation presently live in Montana, the United States and Alberta, Canada. Before the arrival of non-Indians from the East, the tribes had long controlled a vast territory.

> Our traditional territory extended from Ponokasisahta (Elk River, now called the North Saskatchewan River) south to Otahkoitahtayi (the Yellowstone River). We lived along the eastern slopes of the Rocky Mountains and eastward beyond Omahskispatsikoyii (the Great Sand Hills in what is now called Saskatchewan). It is an immense land with some of the richest natural resources in the world.
>
> We knew every detail of this land. Our people traveled constantly throughout it, and their trails were well marked across the grasslands. They lived by hunting game and collecting plants. By moving camp frequently, they were able to avoid depleting the resources in any one area. Our people knew the places where different plants grew and where game was plentiful. Their lives were nomadic, but their movements were not aimless; they always traveled with a purpose.[2]

As non-Indian trappers and traders began to infiltrate their territory, the Blackfeet way of life altered significantly. By the mid-1800s, decimation of the buffalo, smallpox, and other scourges took their toll on the tribes' ability to retain their traditional lifeways and territory. In 1855, the first of a series of "treaties" between the U.S. government and the tribes resulted in the eventual establishment of the Blackfeet Reservation. Subsequent agreements greatly reduced the Blackfeet-controlled lands.

> The buffalo had disappeared by 1880. A drought and a worldwide depression made it hard for us to be successful farmers. We were forced to rely on government rations for survival. This increased our dependency on the kinnoona (Indian Agent). It was another blow to our morale.[3]

In the late 1880s, the Great Northern decided to move their terminal to the Cut Bank area. Railroad pioneer, James J. Hill saw that this location and its abundant water supply would provide the railroad with a perfect stop on its northern line. The city of Cut Bank was established in the 1890's when the Great Northern Railroad set up a camp to build a trestle over Cut Bank Creek. In the beginning, the town was located on the west side of the river (opposite its present day location). Early day Cut Bank consisted of a post office, the depot and three small buildings. When the Great Northern moved the depot to the east side of the river the town followed, establishing itself at its present location.

Railroad payroll along with the traditional western industries of cattle and sheep raising provided a considerable revenue source for the new town. This financial stability continued until the full tide of the homesteading boom in 1910. The town showed a slight decline around 1919, when drought and strong winds forced many homesteaders to move on. The discovery of oil in the 1920's caused the town to boom again.

> In 1922, Gordon Campbell…[a] key figure in Montana's fast-growing oil industry, made an important find on Miller Ranch, north of Shelby. That strike opened the rich Kevin-Sunburst Field, one of the greatest in Montana's history.
>
> Throughout the 1920s, Montana's first oil boom was centered in the north-central region, and Kevin-Sunburst Field held the limelight. Oil money flowed in to the nearby towns of Cut Bank and Shelby…
>
> …Drilling activities steadily expanded in the region. In 1927, the Pondera Field opened near Conrad, and the highly important Cut Bank Field began to produce in 1931-32. Independents like R.C. Tarrent and Tip O'Neil first developed the Cut Bank deposits, and soon larger companies like Texaco and Montana Power moved in to process its high quality crude oil and natural gas. By 1936, the Cut Bank Field was the largest producer in Montana…[4]

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2 "Our Traditional Territory," Glenbow Museum website, http://www.glenbow.org/blackfoot/EN/html/how_we_lived_with_the_land.htm.
3 Ibid.
4 Michael Malone, Richard Roeder, and William Lang, Montana: A History of Two Centuries, (Seattle and London: University of Washington

As Cut Bank prospered, local entrepreneurs looked for ways to improve the community's economic position even more, by further establishing it as a transportation hub by developing an airport.

Aviation and the Establishment of Cut Bank Municipal Airport

The Armistice ending WWI in November 1918 brought forth a new era in Civil Aviation, as a large number of trained fliers were released from the military back into civilian life. Their military careers may have ended, but their love of and desire to fly stayed with them as they returned to their homes and jobs.

These "footloose" pilots began to appear all across the country. Some were referred to as "barnstormers", mainly due to their daring and quite often reckless antics, while others were aware of the many potential commercial and profitable uses for their aviation talents. The most prevalent problem of the time was that there were no laws or regulations in place, at either the federal or state levels, to control or protect the aviators and the public.

The first laws to regulate Civil Aviation appeared in Montana nearly ten years after WWI. At that time, Dr. C. H. Minette, a prominent dentist from Cut Bank, was elected to the state legislature and served on the state's first aviation committee. Dr. Minnette was also a recently discharged veteran and was a member of the newly formed American Legion. This gave him opportunities to come in contact with many of the new civilian aviators and gain knowledge of their problems and needs. At that time, there were several private aviators in the area around Cut Bank. Dr. Minette visualized a need for private and commercial aviation projects in the area to help support the agricultural economy and the new and rapidly growing oilfields surrounding Cut Bank. He started a campaign to establish a commercial airport near Cut Bank. He realized that it would be a difficult battle to win recognition for such a small rural community, but he and his allies felt it would be a battle worth waging.

Many obstacles were encountered along the way, not the least of which were issues related to purchasing property from Blackfeet tribal members. Dr. Minnette and his associates were able to gain support from many influential parties from around Montana, and in 1930, a site southwest of Cut Bank was selected for an airport. A local resident, Tip O'Neil was able to obtain a lease on the property from the John Hunsberger family. The site remained a private airfield for several more years until early 1941 when, despite its location within the Blackfeet Reservation Boundary, all the legal roadblocks had been cleared which allowed the City of Cut Bank and Glacier County to purchase the land.

Negotiations had been in progress with Western Airlines, which had been asked to provide commercial service to the new airport. Simultaneously, a dialog had been started with the federal government to establish the airport as a "port of entry" which would require stopping at Cut Bank for customs services. The new facility would then be a logical point for flights into Canada with connections to Alaska.

Dr. Minnette's hard work came to fruition when Western Airlines, with much fanfare and ceremony from local townspeople, made its inaugural flight to Cut. Bank on June 1, 1941. Service from Western Airlines, using the venerable Douglas DC-3, would continue through the war, and into the mid 1950s.

Immediately after the United States entered WWII, the airfield was offered to the government for "any use possible" to aid in the war effort. The offer was soon accepted and in June of 1942 plans were implemented for the construction of the "Cut Bank Army Air Force Base." On July 6, 1942, the 2nd Air Force authorized the construction of the Great Falls Army Air Force Base (GFAAB). It would be the main base, with three satellite bases to be located at Cut Bank, Glasgow, and Lewistown.

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different locations and specific assignments. Construction began in July of 1942 at all four locations.

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The CBAAF "satellite" base was located three miles southwest of town. The location was ideal as there was plenty of room for two large and very long runways to accommodate the B-17s. One of the runways, which runs parallel to U. S. Highway 2 is 8400 feet long. There was also plentiful room to house and maintain the needed base personnel and flight squadrons that would be arriving even before the base was completed.

The usual size of the squadrons was expected to be nine B-17s, with crew training of 37 officers and 229 enlisted men. Outside parking was provided for twelve B-17s and one would fit in the large hangar. The officer's quarters were 100' x 20' and were to house 16 men, while the enlisted men's mess could seat up to 500. The base dispensary was 120' x 24' and included quarters for the base surgeon. The administration buildings was 100' x 20'. Base contractor was the firm of Askevold and Ruud.

The water tower, located near the hangar and recreation hall, was 111' in height and was topped with a 100,000 gallon water tank. The contract for the tower and tank was awarded to local oilfield contractor, J. Hugo Aronson. After the war, Aronson, sometimes known as the "Galloping Swede", would eventually become Montana's governor. A large rotating beacon was installed on top of the tank. The beacon was later moved to the top of the control tower, which was attached to the southwest corner of the hangar. After the conclusion of the war, the beacon was relocated to the top of the western end of the hangar, where it still operates today. The tower was torn down after the new commercial administration and control tower were completed in 1948.

For water supply, Glacier Construction Company was hired to drill wells to provide 100 gallons per minute. These well, located at the nearby Cut Bank River, were connected to the tower and the base distribution system by 7,000 feet of six-inch water line. This system is still in use today. The sewer system contract was awarded to another local company owned by Frank Haas. In typical war-time style the work progressed very rapidly, with a workforce that numbered over 350 local men and military engineers. By the end of October, the base was nearing completion with only furnishings remaining to be delivered.

An "Open House" for the public was authorized for three hours on Sunday, November 1, 1942. A second open house was allowed on Armistice Day, November 11, 1942 when the base was officially activated and declared ready for duty. It had taken less that four months to complete the base and on November 29, 1942 the first troops arrived via the Great Northern Railroad. The B-17s were delayed two weeks due to bad weather.

Establishment and Training at B-17 Airbases

Much of the information for this section comes directly from Bill Callahan's excellent National Register nomination form for the Fairmont Army Airfield in Nebraska.

In 1934, the Boeing Aircraft Company of Seattle, Washington, began construction of a four-engine heavy bomber. Known as Boeing model 299, it first took flight on July 28, 1935. The government ordered production of 13 of these aircraft, then designated the Y1B-17. Delivery of these first production models was between January 11 and August 4, 1937. By the end of the 1930s, the eruption of World War II in Europe led the United States to increase its military production.

Although World War II began for the United States in December of 1941, Franklin D. Roosevelt and the Department of War had been preparing for war for several years. By the summer of 1940, the Army Air Corps planned for an enormous expansion of combat aircraft training facilities. By September 1940, the President's Advisory Commission to the Council of National Defense had begun collecting information about potential sites for locating air training facilities throughout the country.[5]

5 Bill Callahan, "Fairmont Army Airfield National Register Nomination Form," on file at the Nebraska State Historic Preservation Office, Lincoln, NE, 10/22/2002, section 8, continuation page 1; Robert Hurst, "Nebraska Army Airfields, A Pictorial Review," *Nebraska History,* Summer/Fall,

Construction of Army Air Force (the Army Air Corps became the Army Air Forces in June, 1941) training fields were part of a truly massive construction program by and on behalf of the U.S. military just before and during WWII. Immense facilities sprang up within weeks where none before existed. These facilities were located all over the United States. Thrown in among the army and navy training facilities, shipyards, jeep, bomber and tank factories were ammunition plants, ordinance depots and Army Air Force (AAF) training facilities. These facilities were located throughout the central section of the country, and were among the physically largest of the World War II facilities, often requiring the requisition of thousands and even tens of thousands of acres of agricultural land.[6]

The immensity of scale and rapidity of completion of WWII facilities nationwide is very difficult to overstate. All over the nation, land was acquired for the construction of industrial, military and support facilities meant to train and arm a vast armed force necessary to fight a land, sea and air war on two fronts. The construction of Air Corps air fields illustrates the spectacular feat of construction and organization on the American home front. In 1939, the Army Air Corps had seventeen air fields in all of the United States. By late 1945, the AAF had nearly *eight hundred* airfields in the continental United States.[7]

WWII was the first time in history that strategic aerial bombing of enemy military and industrial facilities was attempted in any significant way. With a few important exceptions airplanes were a largely untested and, in some quarters, controversial weapon of war. Much of the controversy over the airplane as weapon centered on whether strategic bombing was an effective means of waging war. However, many authorities in the United States military observed the effectiveness of air power in Germany's role in the Spanish Civil War and in the Japanese subjugation of much of China. These observations led to the urgent development of many very effective types of military aircraft, and none more so than the heavy bomber.[8]

Four-engined bomber aircraft such as the Boeing B-17 Flying Fortress and the Consolidated Vultee B-24 Liberator were largely experimental weapon systems prior to WWII. Technologies that allowed these (for the time) behemoths to fly thousands of miles and strike enemy targets with remarkable precision were cutting edge. Consider that in 1941 passenger airlines were in their infancy, and that heavier-than-air powered flight had been invented less than forty years before. Strategic bombing tactics (which included flying in large formations), navigation systems, targeting systems, high-altitude survival mechanisms, support systems and, of course, simply learning to fly the aircraft as part of a crew were all components of a vast, untested and unproven strategic combat system. Very young men often with no more than a high school education were trained in this system from 1941 to 1945 and were expected to master all the new technologies and tactics within a few weeks and perform in the most difficult, stressful and deadly conditions.

In 1942, Major General Robert Olds, commanding officer of the Second Air Force, laid out the precise purposes of the B-17 bomb squadron training fields:

> 1. Take men individually trained in the delicate art of bombing and weld them into a combat team that works as one man. Particular stress is laid on the ability of this united team to take a four-engine bomber to any target within maximum range, day or night, fair weather or foul, over land or sea, bomb the objective successfully and present the maximum defensive fire power necessary to ward off attacks by enemy pursuits enroute.
>
> 2. The organization and training of heavy bomber squadrons and groups is next in line and here special stress is laid on the close coordination of members of combat crew teams to produce essential mass tactics.
>
> 3. The trained and organized groups are given a finishing period of training from dispersed airdromes in close simulation of actual conditions encountered in each of the many combat theaters in which American air forces are operating in the second World war today.

The B-17 received the name "Flying Fortress" from a Seattle reporter who commented on its defensive firepower. The B-17 underwent a number of improvements over its 10-year production span. Throughout the War, the B-17 was refined and improved as battle experience showed the Boeing designers where improvements could be made. The final B-17 production model, the B-17G, was

1995, p.129.
6 Ibid., (Callahan.).-
7 Callahan, section 8, p.2; Scott Murdock, "The Use in 1995 of World War II Army Air Fields in the United States" (Master's Thesis, Embry-Riddle Aeronautical University, Master of Aeronautical Science, Barksdale Air Force Base Resident Center) April, 1997. Ch. 2, P.1
8 Callahan, section 8, p. 3.

produced in larger quantities (8,680) than any previous model and is considered the definitive "Flying Fort." With its 13 .50-caliber machine guns -- chin, top, ball and tail turrets; waist and cheek guns -- the B-17G was indeed an airplane that earned the respect of its combatants. In addition, air crews liked the B-17 for its ability to withstand heavy combat damage and still return its crew safely home. Between 1935 and May of 1945, 12,732 B-17s were produced. Of these aircraft, 4,735 were lost during combat missions.

> Four 1,200 horsepower engines roar to life as the three-bladed propellers begin to turn. They spin faster, gaining speed with each revolution, yearning their pilot to ease the plane forward to takeoff into the expansive sky.[9]

Immediately after the United States entered WWII, the Cut Bank airfield was offered to the government for "any use possible" to aid in the war effort. The offer was soon accepted and in June of 1942 plans were implemented for the construction of the "Cut Bank Army Air Force Base." On July 6, 1942, the 2nd Air Force authorized the construction of the Great Falls Army Air Force Base (GFAAB). It would be the main base, with three satellite bases to be located at Cut Bank, Glasgow, and Lewistown. The Cut Bank Army Air Force Base Airfield in coordination with the main Army Air Corps base at Great Falls and the other satellite airfields at Glasgow and Cut Bank trained crews to operate the B-17. A spokesman for the Army's Second Air Force command said that, "The crews at the four fields will be engaged in regular training flights to check on the accuracy of navigators and to promote teamwork among the crews. Much of their time will be devoted to practice bombing." The dispersed airfields permitted simulation of conditions in combat zones. One person compared flying over Central Montana with its lack of clearly identifiable landmarks to flying over blacked out England. Another Army spokesman explained that, "Many of the flights will be in precise formation, simulating battle conditions, when ships must be so spaced as to cover one another with guns." The skies over central Montana were filled with B-17s flying between the airfields, partaking in bombing practice, and testing long-range navigation skills.[10]

Aircraft from Lewistown, Great Falls, Glasgow and Cut Bank would take off at a predetermined time, form up in squadron formation over their respective locations, and later, over central Montana, join up in group formation. These bombardment groups, including Lewistown's 615th Bomber Squadron, went on to participate in decisive raids over Germany opening the door for Allied daylight precision bombing. The Montana-trained squadrons flew at total of 1263 combat missions, dropped 71,128 tons of bombs, lost 548 aircraft and shot down 1018 enemy aircraft without ever turning away from a mission. They earned Presidential Unit Citations with valor and fortitude over Leipzig, Oscherslaben, Regensberg, Schweinfurt, Steyr and Zwickau. Assigned to the Mighty 8th and 15th Air Forces, the unwavering courage and unbowed bravery of airmen from this Montana airfield shines as this nation's bright pride.

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9 "B-17 Brings Back a Bit of Base History," Nucleus Journalist, November 17, 2006. available online at: http://www.kirtland.af.mil/organizations/377ABW/PublicAffairs/nucleus/2006/Nov_17/CMNU20061117Z012.pdf.

10 *Lewistown Democrat-News*, November 15, 1942.

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Squadrons would fly into Cut Bank for one to three months of training in the open skies of Montana. The air crews would train day and night in all kinds of weather. Training combined navigation, bombing and gunnery practice, with familiarizing crews with all aspects of the B-17, each learning the jobs of other crew members of the plane. They would fly to "targets" in Montana, Washington, or Minnesota.

The crews that trained in Cut Bank would, when finished, fly directly to the air war in Europe. Many of these young men --- who worked at the airfield and danced with local girls on the weekends, who made friends around town, who married local girls --- never came home. Casualties among the bomber squadrons were terribly high, and the need for new crews unrelenting.

The buildings, structures and sites within the proposed historic district convey the significant story of the airfield. Here, the essential training runs of the crews began and ended. On the runways, taxiways, and hardstands themselves the crews learned the intricacies of the unwieldy B-17s. The size of these resources is indicative of the large scale of not only airplanes, but also the numerous, intense training sessions the crews underwent during there short time there. The runways and taxiways associated with the original AAF, including the associated aircraft hardstands, are vital to understanding the design and operating plan of these WWII era Army airbases. Because the original runway arrangement was much larger than was required for commercial small scale aircraft, much of the original runway complex (including use of most of the hardstands) was abandoned after 1943. Additionally, alterations in the form of resurfacing, lighting upgrades and additional taxiway construction have occurred to the original runway complex over time. However, the design, layout and engineering of the runway complex follows a standardized plan approved by the U.S. Army, and that general plan can still be seen today.

Of smaller stature than other buildings, but perhaps the most significant, was the school building. It offered classroom space, where the servicemen were taught a variety of subjects, including aircraft identification. Also housed in the training building were Link Simulators, fully equipped airplane cockpits used to replicate a variety of weather and terrain conditions. The recreation hall served a dual purpose, to provide a space for relaxation and entertainment, but also to build camaraderie between the troops, and help "weld them into a combat team that works as one man."

The hangar, armament building, vault, warehouses, wash stand and motor pool all served historically to store and maintain the valuable equipment and materials used on the base. The oil storage house was constructed of glazed brick and placed relatively far from the rest of the building complex, to protect the base in case of an explosion. Though much of the base infrasturcutre has been lost to salvage or modification, the remaining resources accurately convey the multiple aspects – training, maintenance, and morale – of life at the base.

After 1943, the Army retained much of the military base at the Cut Bank Municipal Airport, but in 1948, conveyed its unsalvaged property – the leased land, buildings, and structures, to the City of Cut Bank and Glacier County. Western Airlines continued regular commercial service to the area through the post-war era. The ongoing commercial service is indicative of the relative prosperity enjoyed by region after 1945. While Cut Bank, due to its proximity to the Kevin-Sunburst oilfields, endured the Great Depression with more prosperity than other communities, it continued to thrive as a railroad, oil field support, agricultural, and commercial center in the late 1940s through the 1950s. Increased demand for petroleum products across the nation fueled the oil production economy in north-central Montana immediately after World War II. This, together with a general trend in greater agricultural production thorugh the mid-1950s resulted in a post-war economic and population "boom." This prosperity is reflecting the infrastructure of the airport, where the Army Air Force Base buildings were stabilized with metal and asbestos siding, and a new modern terminal buidng was constructed in 1948.

However, after 1951, the state's oil industry shifted from the north central fields to eastern Montana's Williston Basin and Powder River area fields, and Billings' refining center. Reflective of the general trend in the local economy, the airport provided regular commercial airline service until 1958, when Western Airlines eliminated its flights there. Over the subsequent decades, the airfield continued to serve as a port of entry, customs center, an airfield to private aviators, and a locale for local business.

Criterion C

The following historical context has been proposed for evaluating WWII era Army Airfields, and adds considerably to the understanding of the design and significance of the Lewistown AAF:

> Air installation construction undertaken during World War II illustrated the Army-wide change from permanent construction techniques and materials to wood-frame temporary mobilization construction (and later, Theater of Operations construction). These cost and time-saving construction techniques were particularly used for personnel support, administrative, and storage buildings… Runways were paved and generally resembled the intersecting triangular configurations developed during the late 1930s. As the war progressed, airfield configurations changed, with many runways having two intersecting runways in the shape of an X.
>
> The typical air installation constructed during World War II contained a few hangars for maintenance and repair of aircraft, shops and service buildings, administration/operations buildings, and support buildings and structures. Hangars were a building type that reached a high degree of standardization during World War II, although critical materials shortages, such as steel, resulted in some design variations. Support buildings and structures included storage buildings and fuel storage and dispensing systems… If the airfield was located on an Army post, these [personnel] support facilities were not likely to be extensive. On installations constructed solely for aviation purposes, then a full complement of personnel support buildings were constructed, including housing, recreation, and hospital facilities.
>
> By the end of 1943…Little reason existed for continued construction since operational units were deployed to foreign stations, training missions were slowing, and the continental defense mission was no longer perceived as a necessity. In February 1944, General Arnold issued an order prohibiting all new construction in the continental

United States without his personal approval. In August 1945, the AAF controlled 344 main bases, 57 sub-bases and 269 auxiliary fields.[11]

The Cut Bank AAF is eligible for nomination under Criterion C as a remarkably intact representation of the layout and structure design of Army Airfields following a standardized plan referred to as 700 Series Cantonment Construction.[12] The airfield also exhibits runways and taxiways in standardized triangular configurations. The wind-tee, the runway complex (including the drainage system), hardstands, and gravel pits are a testament to the distinctive characteristics of Army Airfield construction during World War II.

11 K. Kuranda, K. Grandine, B. Cleven, T. Davis and N. Patch, "Historic Context for Army Fixed-Wing Airfields 1903-1989: Final Draft Report." Consultant's report (R. Christopher Goodwin and Associates, Inc., Maryland) prepared for the U.S. Army Environmental Center (Maryland). 2002.
12 A. Kriv, *World War II and the U.S. Army Mobilization Program: A History of 700 and 800 Series Cantonment Construction*. HABS/HAER guidance document published by the U.S. Department of the Interior, National Park Service.

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Cut Bank Pioneer Press –(CBPP) local newspaper
Publication dates: 8/07/42, 8/14/42, 8/21/42, 9/11/42, 9/18/42, 9/25/42.
10/02/42, 10/09/42, 10/23/42, 10/30/42, 11/06/42, 11/13/42, 11/20/42, 11/27/42,
12/04/42, 12/11/42, 12/18/42, 12/25/42, 01/01/43, 01/08/43, 01/15/43, 01/22/43,
01/29/43, 02/05/43, 02/12/43.

Air Base Weekly Chat –weekly article by Cpl. Delbert Deems, 352 Airbase Squadron, published in Cut Bank Pioneer Press.
Publication dates: 11/23/42, 11/20/42, 11/27/42, 12/11/42, 12/18/42, 12/25/42, 01/01/43
01/08/43, 01/15/43, 01/22/43, 01/29/43, 02/05/43, 02/12/43, 02/19/43.

GI Genius –base newspaper
Publication dates: first edition, no masthead and undated; Vol.1, No. 09/11/43; Vol. 1, No. 9, 09/18/43; Vol. 1, No. 6, 08/25/43.

Glacier County historical Society – (GCHS) local museum archives,
Malmstrom AFB Museum, Great Falls, Montana

AAIR- Aviation Archaeological Investigation & Research, Mesa. AZ
AFHSO – Air Force Historical Studies Office
AFHRA – Air Force Historical Research Agency
NARA- National Archives and Research Administration

Books
History of Glacier County Montana, GCHS
The 385th Bomb Group, A New History – Bill Varnedoe, Jr.
The 390th Bomb Group Anthology – Vol II- The Sq. J. Group
Pictorial Record of the 401st Bomb Group
History of Cut Bank Lodge #82 A. F. & G. M-Masonic Lodge
City of Cut Bank/Glacier County Airport Commission- records
Glacier County Court house – records
Original Air Base construction blueprints housed at GCHS
Cut Bank Lion's Club – historical records

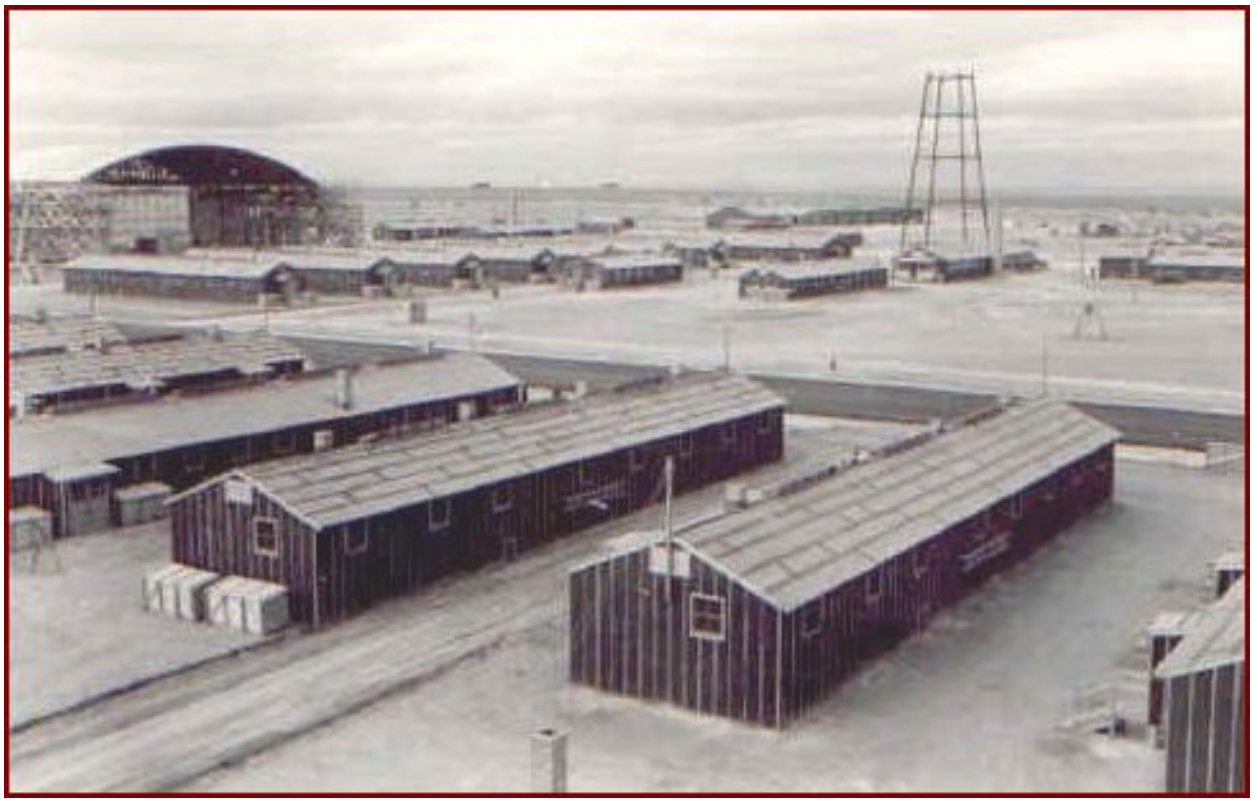
Individual Contributions
Elmer Ruschman-photos & stories – trained here with the 401st Bomb Group
Edwin Davis-photos & stories – trained here with the 401st Bomb Group
William Cozart – photo & stories, trained here with the 2nd Bomb Group
Betty (ValAlstine) Dean – civilian base employee
Wanda Grosser-relative of base fireman
William Furois-relative of base fireman
Diane(Slotsve) Nelson-relative of base fireman

Website information & databases provided for the following Bomb Groups:
2nd Bomb Group
351st Bomb Group
385th Bomb Group
390th Bomb Group
401st Bomb Group

Cut Bank Municipal Airport and Army Air Force Base, building clusters and hardstands detail, 2004.

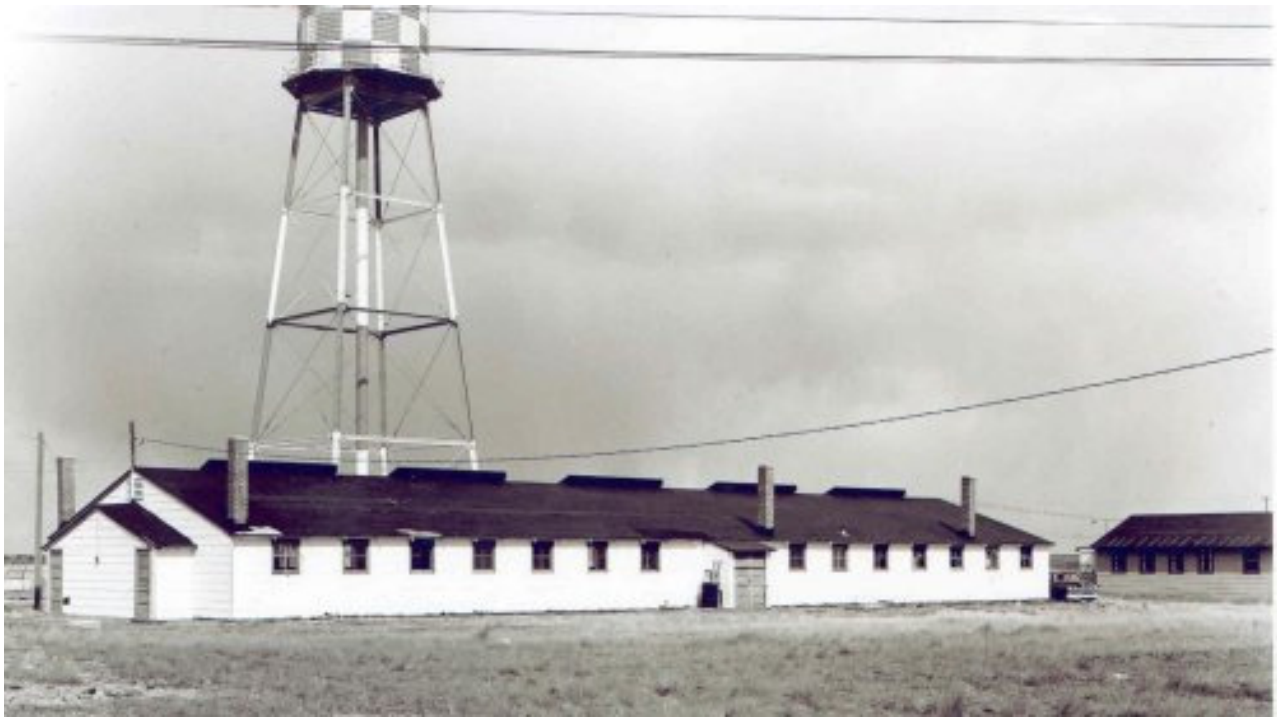
Overview of airfield, 2004

Cadastral Survey Map showing Cut Bank Municipal Airport and Army Air Force Base Historic District boundaries.



Cut Bank Army Air Force Base, 1942.

Airman Glenn Campbell CBAAFB c.1943.



Recreation Hall T-131, c. 1950.

Hangar T-501, c. 1950.

Western Airlines inaugural flight, 1941.

Western Airlines Inaugural Flight, 1941.

Cut Bank Municipal Airport 1948 Terminal Building, view to the northwest.